PRESTON AIRPORT

This report describes how your pavement maintenance management program was developed. This program was developed as part of the Network Pavement Management Program project sponsored by the Idaho Transportation Department, Division of Aeronautics. The information and data contained in this report ensures you are in compliance with the requirements of Federal Aviation Administration (FAA) Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program (PMMP).

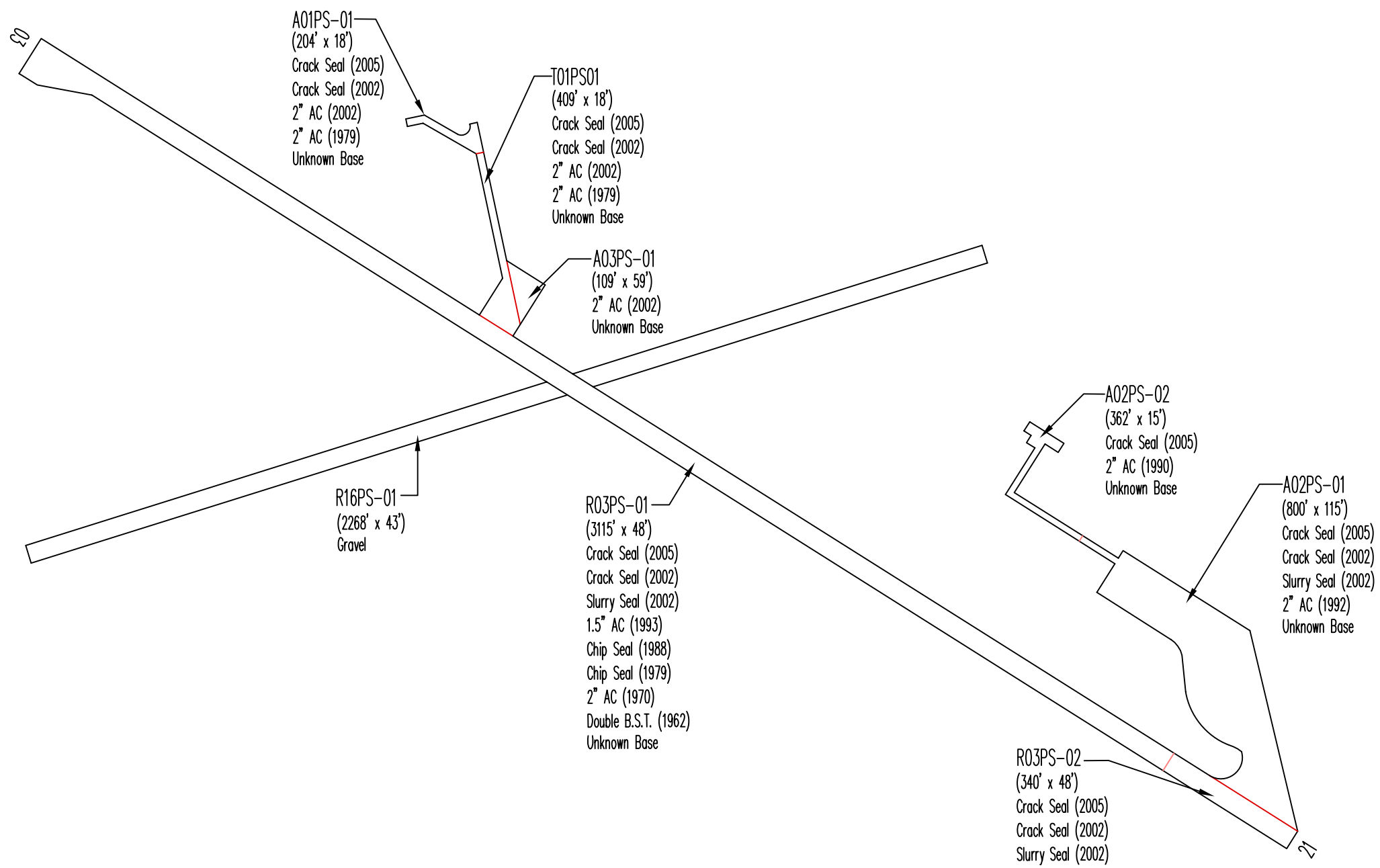
DATA COLLECTION

To determine how your pavements were constructed and their age, a records review was conducted. Figure PS-1 shows the records review results. This figure shows pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. Table PS-1, provided in Appendix 1, contains the up-to-date cross-section information for each pavement section. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure PS-1, Table PS-1, and the information contained in Appendices 1 and 2 ensure that your airport complies with the “pavement inventory” requirement of FAA’s PMMP guidelines.

The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current editions of FAA Advisory Circular AC:150/5380-6, *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D5430, *Standard Test Method for Airport Condition Index Surveys*. The branches, sections and sample units established at your airport are shown in Figure PS-2. A Branch Condition Report showing all branches, their associated areas, and area-weighted average condition is provided in Appendix 2. Additionally, the Appendix 2 Section Condition Report provides information that the Micro PAVER pavement management software uses to define each branch and section.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Preston Airport on November 04, 2006. During the inspection pavement defects were identified and measured in accordance with the methodology outlined in FAA AC:150/5380-6 and ASTM D5430. Our inspection ensures your airport complies with the “detailed inspection” requirement of FAA’s PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached in Appendix 2. Photographs of typical distresses observed during the inspections are provided in Appendix 3.

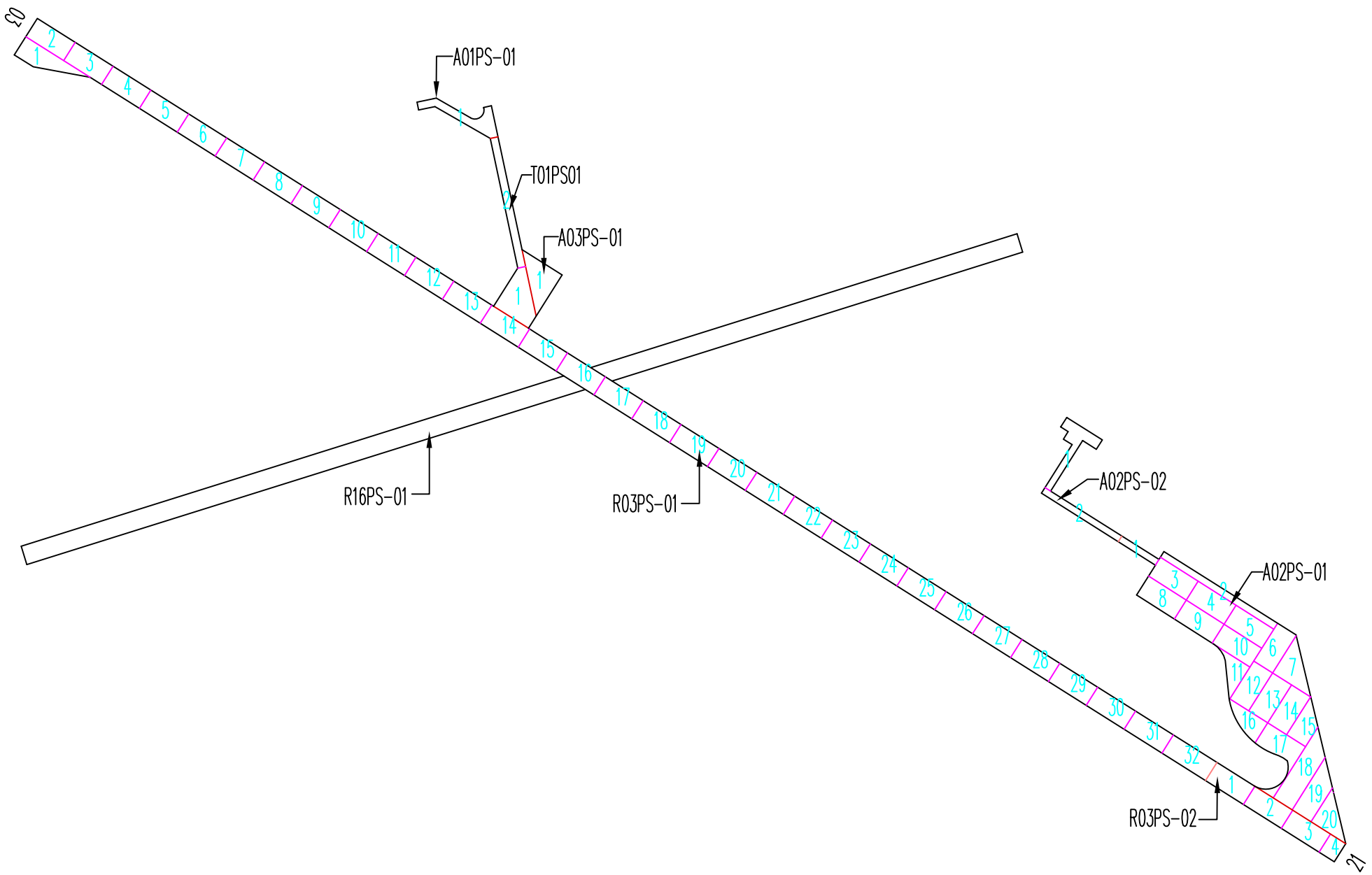
Figure PS-1. Airport Layout, Pavement and Dimensions Cross-Sections.
Preston Airport



PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

Figure PS-2. Pavement Branch, Section and Sample Unit Layout.
Preston Airport



PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

The Micro PAVER database updated during this project ensures your airport complies with the “record keeping and information retrieval” requirements of FAA’s PMMP guidelines.

RESULTS

Using the data collected during the visual inspection, the Micro PAVER software calculated a Pavement Condition Index (PCI) for each pavement section inspected by averaging the PCIs for inspected sample units. Using each section‘s PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs and associated PCRs from this inspection are shown in Table PS-2. This table also contains projected PCIs for 2011 and 2016 based on pavement deterioration models developed by Micro PAVER using the inspection data from pavements in Idaho having the same surface types. The Branch Condition Report in Appendix 2 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure PS-3.

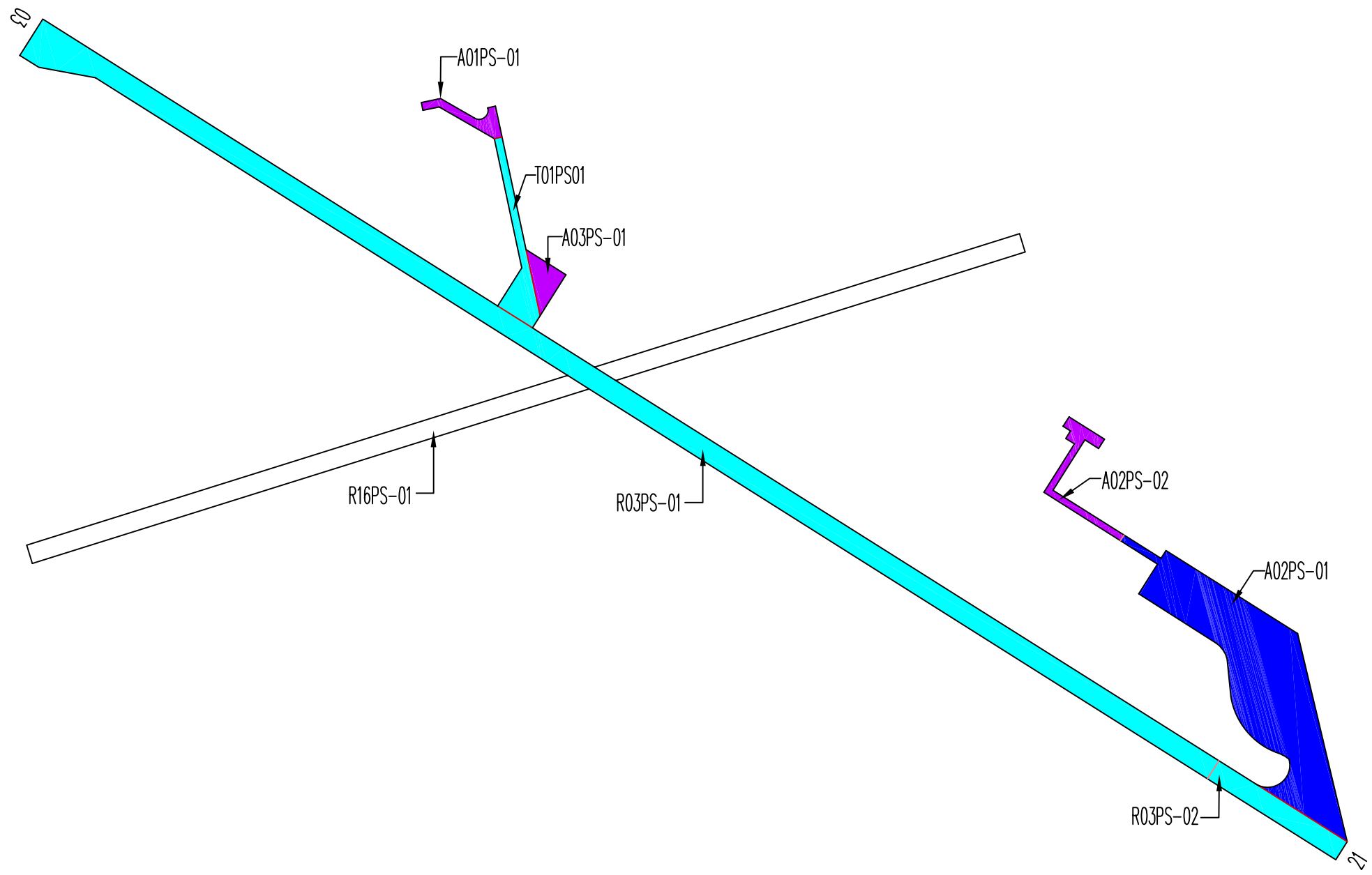
Table PS-2. Present and Future Pavement Condition Indices.

Branch	Section	2006		2011		2016	
		PCI	PCR	PCI	PCR	PCI	PCR
A01PS	01	96	Excellent	82	Very Good	69	Good
A02PS	01	67	Good	55	Fair	45	Fair
A02PS	02	90	Excellent	76	Very Good	64	Good
A03PS	01	94	Excellent	80	Very Good	67	Good
R03PS	01	80	Very Good	76	Very Good	73	Very Good
R03PS	02	80	Very Good	76	Very Good	73	Very Good
T01PS	01	79	Very Good	68	Good	57	Good

Section PCIs at the airport range from a low of 67 (a PCR of “Good”) to a high of 96 (a PCR of “Excellent”). The area-weighted average PCI for all airport pavements is 76, corresponding to an overall PCR of “Very Good”. Figure PS-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 1996 and 1999. A graphical representation of the projected PCRs presented in Table PS-2 is shown in Figure PS-5.

The primary distresses observed during the inspection were longitudinal and transverse cracking, alligator cracking, and block cracking with isolated occurrences of depression, rutting and weathering/raveling.

Figure PS-3. Pavement Condition in 2006.
Preston Airport



PCI	PCR
100	EXCELLENT
85	VERY GOOD
70	GOOD
55	FAIR
40	POOR
25	VERY POOR
10	FAILED
0	

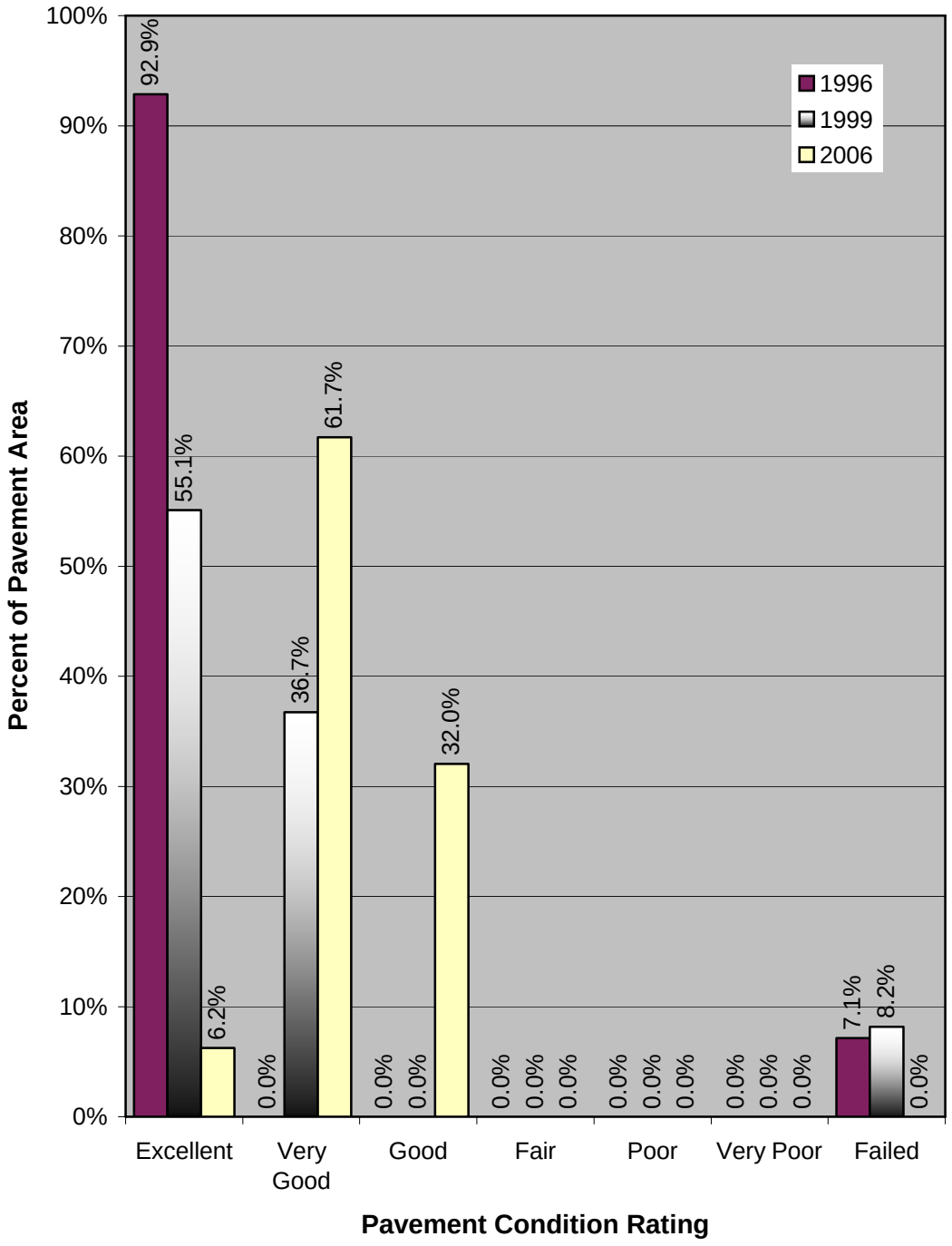
N

0 150 300 600

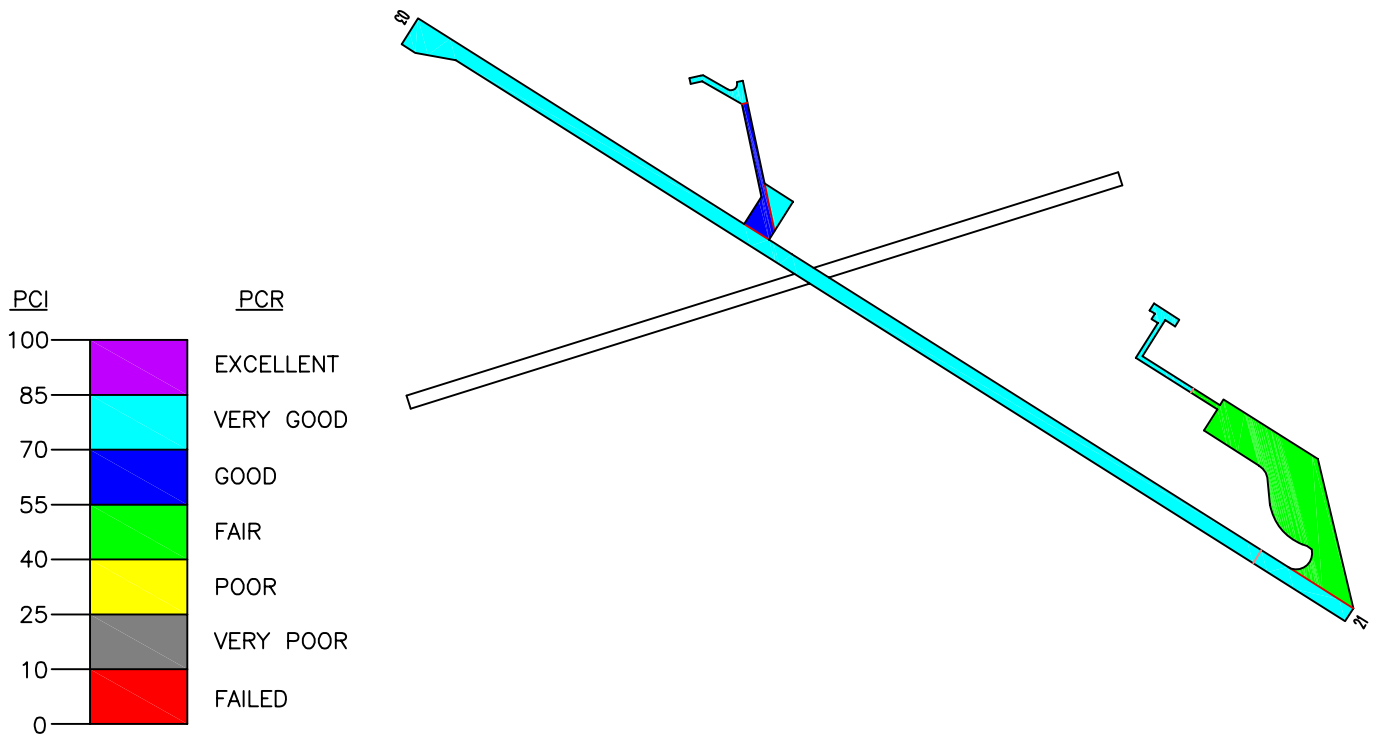
PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

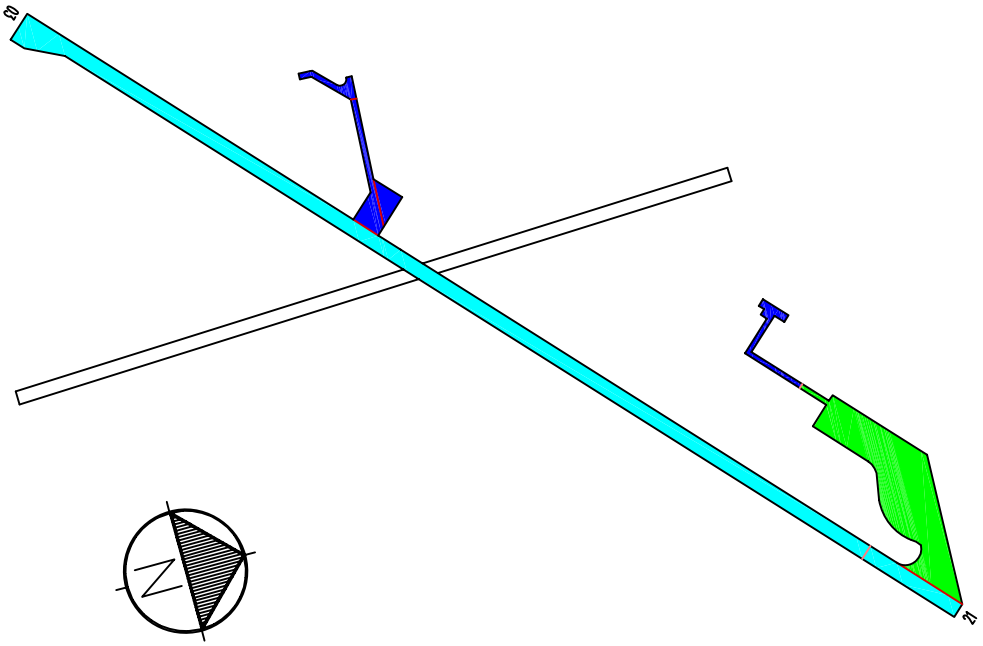
Figure PS-4. Distribution of Pavement Condition
Preston Airport



Predicted Condition in 2011.



Predicted Condition in 2016.



PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

Figure PS-5. Future Pavement Condition.

RECOMMENDATIONS

Data collected during the visual condition survey were used by the Micro PAVER software to generate the Network Maintenance Report contained in Appendix 4. This report identifies, for each pavement section, the recommended localized maintenance activities that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will slow.

The localized maintenance activities to be applied are selected by the Micro PAVER software based on the Maintenance & Repair (M&R) policy established for the Idaho airport system. The report results indicate that, over the entire airport, the following quantities of localized maintenance are needed:

- 130 linear feet of asphalt concrete crack sealing.

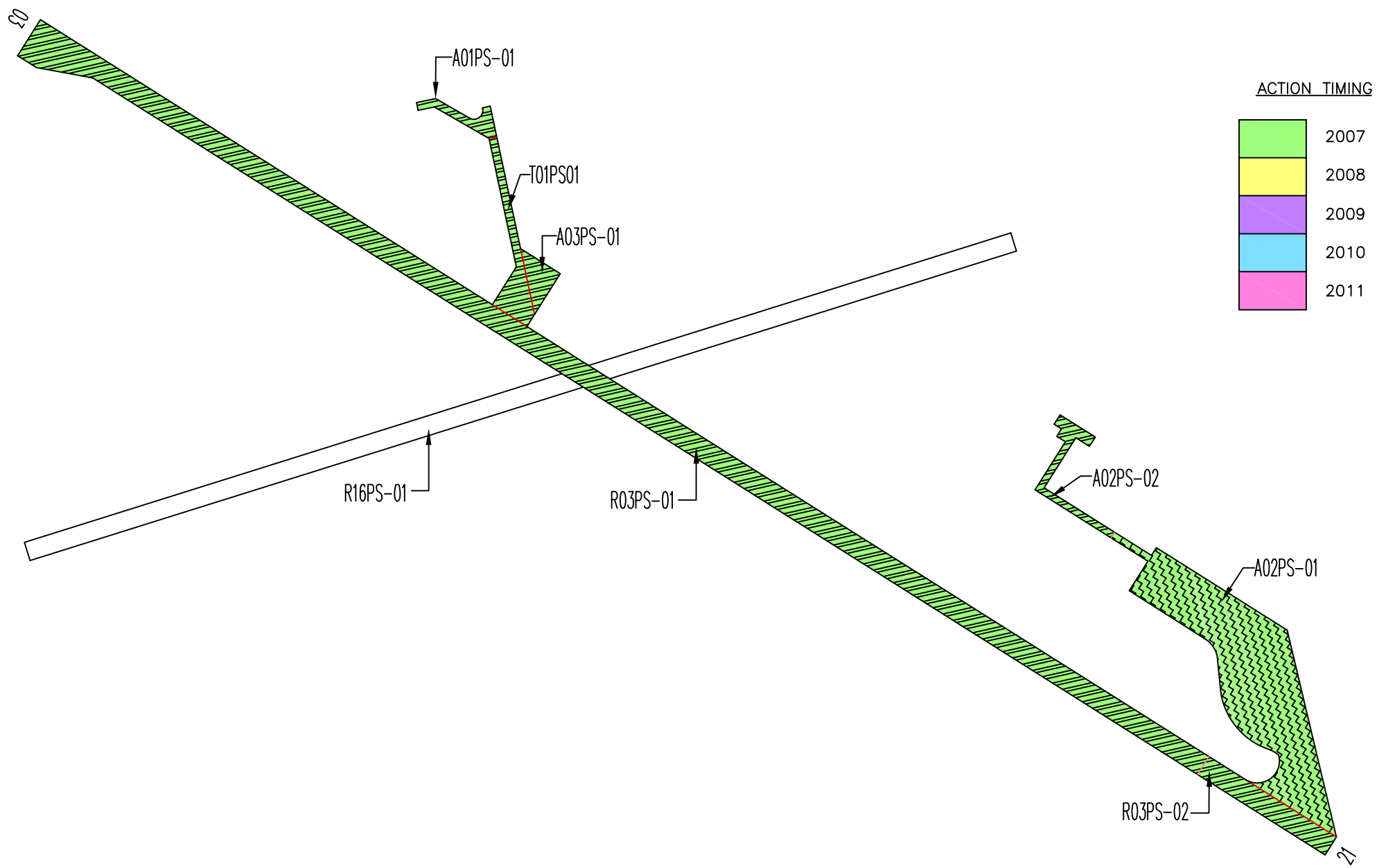
The Micro PAVER software also can identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. To determine when a pavement section requires global maintenance or rehabilitation, Micro PAVER uses the pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule global maintenance and rehabilitation recommendations based on a trigger PCI.

During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in 2007. These recommendations are presented in Table PS-3, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure PS-6.

Table PS-3. Five-Year Global Maintenance and Rehabilitation Plan.

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2007	A01PS	01	Slurry Seal	4,921	$0.21	$1,033
	A02PS	01	2" AC Overlay	95,340	$1.00	$95,340
	A02PS	02	Slurry Seal	7,858	$0.21	$1,650
	A03PS	01	Slurry Seal	5,766	$0.21	$1,211
	R03PS	01	Slurry Seal	154,800	$0.21	$32,508
	R03PS	02	Slurry Seal	16,320	$0.21	$3,427
	T01PS	01	Slurry Seal	12,468	$0.21	$2,618
					2007 Total	$137,788
					TOTAL	$137,788

Figure PS-6. Five-Year Pavement Management Plan.
Preston Airport



ACTION TIMING

- 2007
- 2008
- 2009
- 2010
- 2011

ACTION

- FOG SEAL
- SLURRY SEAL
- OVERLAY
- RECONSTRUCT
- ROUTINE MAINTENANCE

N

0 150 300 600

PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

If the global maintenance or rehabilitation activities recommended in Table PS-3 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 4) for that section should be completed. Additionally, for those sections not listed in Table PS-3 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

INSPECTION SCHEDULE

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every three (3) years using the methodology in FAA AC:150/5380-6 and ASTM D5430. The next scheduled detailed visual inspection should take place during 2009.

In addition, as part of the FAA-mandated pavement maintenance management program, a drive-by inspection must be conducted monthly to detect unforeseen or abrupt changes in pavement condition that have occurred since the last monthly inspection. Additionally, any maintenance activities completed during the previous month should be noted. The results of each drive-by inspection should be recorded and kept on file for five (5) years.

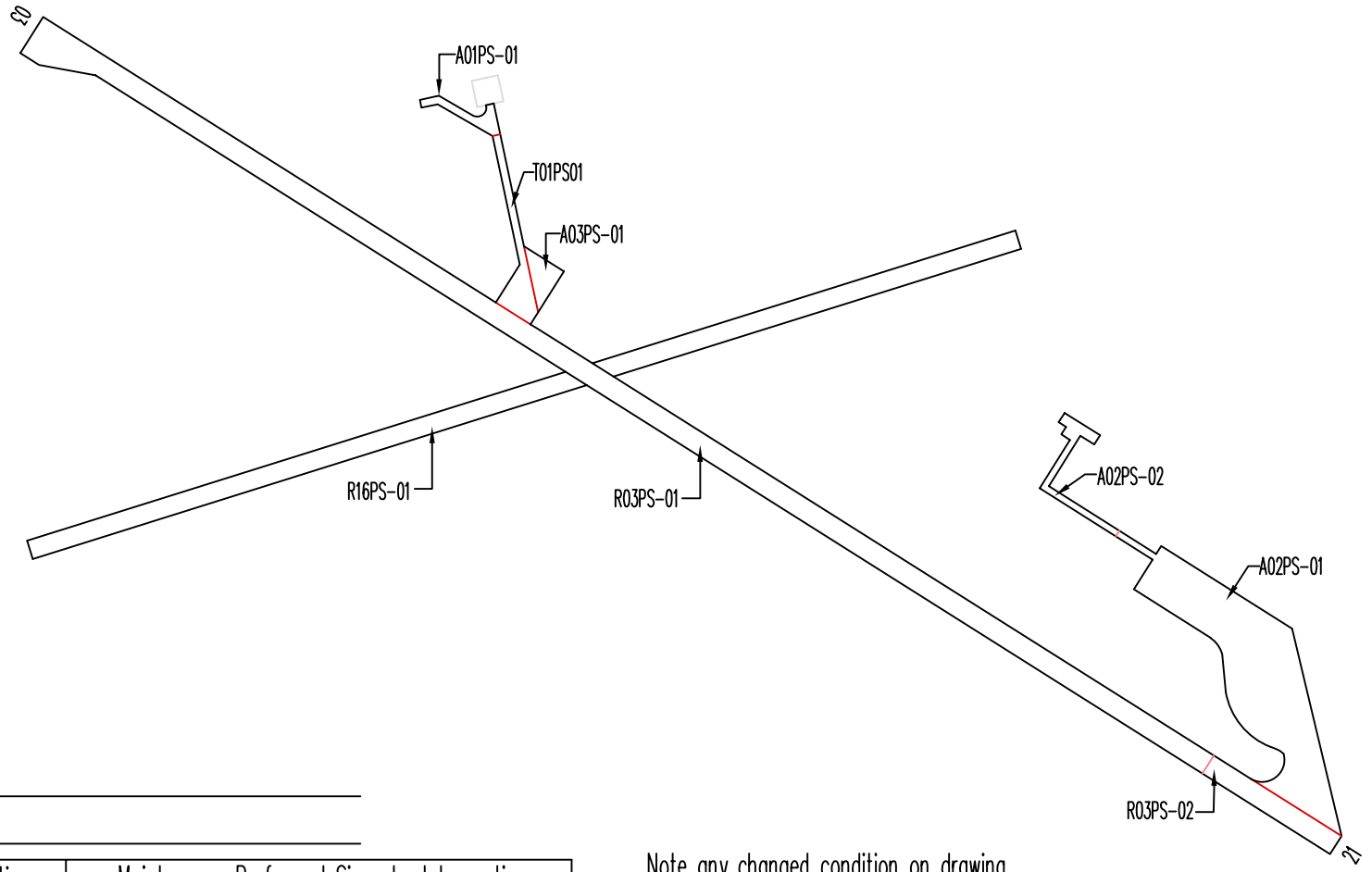
This inspection can easily be accomplished by driving your airport and recording your observations on the “Monthly Drive-By Inspection Form” provided as Figure PS-7. Each drive-by inspection should note the date of the inspection, any change in pavement condition, and an indication of any maintenance performed since the last drive-by inspection. A copy of each drive-by inspection report should be sent to Mr. William P. Statham at the Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83709.

RECORD KEEPING

As part of the FAA-mandated pavement maintenance management program, you must record and keep on file for a minimum of five (5) years, complete information about all detailed pavement inspections and maintenance performed. The types of distress, their locations, and remedial actions, scheduled or performed, must be documented. The minimum information to be recorded is:

- Inspection date
- Location of pavement distress
- Distress types observed
- Type of maintenance scheduled or performed
- Date maintenance was performed

Figure PS-7. Monthly Drive-By Inspection Form
Preston Airport



Inspection Date: _____

Inspected By: _____

Branch	Section	Maintenance Performed Since Last Inspection

Note any changed condition on drawing

Send a copy of the inspection report to:

Willaims P. Statham, Idaho Division of Aeronautics

P.O. Box 7129 / Boise, ID 83707-1129

Fax: (208) 334-8789

It would be useful to maintain documentation as to the type of maintenance completed such as engineering reports, drawings and specifications.

Note that you may use any form or record keeping you deem appropriate so long as the information and records produced by the pavement survey can be retrieved as necessary for any reports required by the FAA.

This report fulfills FAA's record keeping requirements. Additionally, this report and any subsequent information compiled by you will form the basis of the next detailed inspection and evaluation.

TABLE PS-1. PAVEMENT HISTORY REPORT

Airport Name: Preston Page: 1 of: 2

Date Prepared: 1-Feb-07

Feature No.	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack Seal
	Project Number			Date							
R03PS 1							Unknown	Double BST			
	Unknown			1962							
R03PS 1									2" AC Road Mix		
	Unknown			1970							
R03PS 1										Chip Seal	
	Unknown			Sep-79							
R03PS 1										Chip Seal	
	Unknown			Aug-88							
R03PS 1									1.5" AC		
	Unknown			1993							
R03PS 1										Slurry Seal	Crack Seal
	AIP-3			2002							
R03PS 1											Crack Seal
	AIP-3			2005							
R03PS 2							Unknown	Double BST			
	Unknown			1962							
R03PS 2									2" AC Road Mix		
	Unknown			1970							
R03PS 2										Chip Seal	
	Unknown			Sep-79							
R03PS 2										Chip Seal	
	Unknown			Aug-88							
R03PS 2									1.5" AC		
	Unknown			1993							
R03PS 2										Slurry Seal	Crack Seal
	AIP-3			2002							
R03PS 2											Crack Seal
	AIP-3			2005							
T01PS							Unknown	2" AC Road Mix			
	Unknown			Sep-79							

TABLE PS-1. PAVEMENT HISTORY REPORT

Airport Name: Preston Page: 2 of: 2

Date Prepared: 1-Feb-07

Feature No.	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack Seal
	Project Number			Date							
T01PS								2" AC			Crack Seal
	AIP-3			2002							
T01PS											Crack Seal
	AIP-3			2005							
A01PS							Unknown	2" AC Road Mix			
	Unknown			Sep-79							
A01PS								2" AC			Crack Seal
	AIP-3			2002							
A01PS											Crack Seal
	AIP-3			2005							
AO2PS 1							Unknown	2" AC			
	Unknown			1992							
AO2PS 1										Slurry Seal	Crack Seal
	AIP-3			2002							
A02PS 1											Crack Seal
	AIP-3			2005							
A02PS 2							Unknown	2" AC			
	Unknown			Sep-90							
A02PS 2											Crack Seal
	AIP-3			2005							
A03PS							Unknown	2" AC			
	AIP-3			2002							

Branch Condition Report

Pavement Database: NetworkID: PRESTON

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
A01PS (Apron 01 Preston)	1	204.00	18.00	4,921.00	APRON	96.00	0.00	96.00
A02PS (Apron 02 Preston)	2	1,162.00	65.00	103,198.00	APRON	78.50	11.50	68.75
A03PS (Apron 03 Preston)	1	109.00	59.00	5,766.00	APRON	94.00	0.00	94.00
R03PS (Runway 03/21 Preston)	2	3,455.00	48.00	171,120.00	RUNWAY	80.00	0.00	80.00
T01PS (Taxiway 01 Preston)	1	409.00	18.00	12,468.00	TAXIWAY	79.00	0.00	79.00

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	4	113,885.00	86.75	11.61	71.21
RUNWAY	2	171,120.00	80.00	0.00	80.00
TAXIWAY	1	12,468.00	79.00	0.00	79.00
All	7	297,473.00	83.71	9.45	76.59

Date: 5 /18/2007

Section Condition Report

Pavement Database: *NetworkID: PRESTON*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01PS (Apron 01 Preston)	01	09/01/1979	AC	APRON	S	0	4,921.00	11/04/2006	27	96.00
A02PS (Apron 02 Preston)	01	09/01/1992	AC	APRON	P	0	95,340.00	11/04/2006	14	67.00
A02PS (Apron 02 Preston)	02	09/01/1990	AC	APRON	S	0	7,858.00	11/04/2006	16	90.00
A03PS (Apron 03 Preston)	01	07/01/2002	AC	APRON	S	0	5,766.00	11/04/2006	4	94.00
R03PS (Runway 03/21 Preston)	01	09/15/1993	AAC	RUNWAY	P	0	154,800.00	11/04/2006	13	80.00
R03PS (Runway 03/21 Preston)	02	09/01/1993	AAC	RUNWAY	P	0	16,320.00	11/04/2006	13	80.00
T01PS (Taxiway 01 Preston)	01	09/01/1979	AC	TAXIWAY	S	0	12,468.00	11/04/2006	27	79.00

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
03-05	**4.00**	**5,766.00**	**1**	**94.00**	**0.00**	**94.00**
11-15	**13.33**	**266,460.00**	**3**	**75.67**	**6.13**	**75.35**
16-20	**16.00**	**7,858.00**	**1**	**90.00**	**0.00**	**90.00**
26-30	**27.00**	**17,389.00**	**2**	**87.50**	**8.50**	**83.81**
All	**16.29**	**297,473.00**	**7**	**83.71**	**9.45**	**76.59**

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: A01PS Name: Apron 01 Preston Use: APRON Area: 4,921.00SqFt

---

Section: 01 of 1 From: Taxiway 01 To: Hangars Last Const.: 9/1/1979
Surface: AC Family: Idaho AC Aprons Zone: U10 Category: 5 Rank: S
Area: 4,921.00SqFt Length: 204.00Ft Width: 18.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:96.00 |

Sample Number: 01 Type: R Area: 4,921.00SqFt PCI = 96

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.01 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: A02PS Name: Apron 02 Preston Use: APRON Area: 103,198.00SqFt

---

Section: 01 of 2 From: Runway 21 End To: Section 02 Last Const.: 9/1/1992
Surface: AC Family: Idaho AC Aprons Zone: U10 Category: 5 Rank: P
Area: 95,340.00SqFt Length: 800.00Ft Width: 115.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 20 Surveyed: 6
Conditions: PCI:67.00 |

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 67

43	BLOCK CRACKING	L	94.00 SqFt
45	DEPRESSION	L	50.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	474.12 Ft

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 73

43	BLOCK CRACKING	L	168.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	464.12 Ft

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 77

48	LONGITUDINAL/TRANSVERSE CRACKING	L	504.13 Ft

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 40

41	ALLIGATOR CRACKING	L	699.99 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.08 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	31.01 Ft
52	WEATHERING/RAVELING	L	80.00 SqFt

Sample Number: 19 Type: R Area: 5,697.00SqFt PCI = 87

48	LONGITUDINAL/TRANSVERSE CRACKING	L	231.06 Ft

Sample Number: 20 Type: R Area: 4,090.00SqFt PCI = 51

41	ALLIGATOR CRACKING	L	432.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.08 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: A02PS Name: Apron 02 Preston Use: APRON Area: 103,198.00SqFt

---

Section: 02 of 2 From: Section 01 To: Hangars Last Const.: 9/1/1990
Surface: AC Family: Idaho AC Aprons Zone: U10 Category: 5 Rank: S
Area: 7,858.00SqFt Length: 362.00Ft Width: 15.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 2 Surveyed: 2
Conditions: PCI:90.00 |

Sample Number: 01 Type: R Area: 4,813.00SqFt PCI = 93

48 LONGITUDINAL/TRANSVERSE CRACKING	L	83.02 Ft

Sample Number: 02 Type: R Area: 3,045.00SqFt PCI = 86

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.04 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: A03PS Name: Apron 03 Preston Use: APRON Area: 5,766.00SqFt

Section: 01 of 1 From: Taxiway 01 To: West End Last Const.: 7/1/2002
Surface: AC Family: Idaho AC Aprons Zone: Category: Rank: S
Area: 5,766.00SqFt Length: 109.00Ft Width: 59.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:94.00 |

Sample Number: 01 Type: R Area: 5,766.00SqFt PCI = 94

48	LONGITUDINAL/TRANSVERSE CRACKING	L	81.02 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: R03PS Name: Runway 03/21 Preston Use: RUNWAY Area: 171,120.00SqFt

---

Section: 01 of 2 From: Runway 03 End To: Section 02 Last Const.: 9/15/1993
Surface: AAC Family: Idaho AAC Runways Zone: U10 Category: 5 Rank: P
Area: 154,800.00SqFt Length: 3,115.00Ft Width: 48.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 32 Surveyed: 6
Conditions: PCI:80.00 |

Sample Number: 01 Type: R Area: 5,280.00SqFt PCI = 77
48 LONGITUDINAL/TRANSVERSE CRACKING L 526.13 Ft

Sample Number: 03 Type: R Area: 4,800.00SqFt PCI = 81
48 LONGITUDINAL/TRANSVERSE CRACKING L 348.09 Ft

Sample Number: 09 Type: R Area: 4,800.00SqFt PCI = 89
48 LONGITUDINAL/TRANSVERSE CRACKING L 167.04 Ft

Sample Number: 15 Type: R Area: 4,800.00SqFt PCI = 81
48 LONGITUDINAL/TRANSVERSE CRACKING L 358.09 Ft

Sample Number: 21 Type: R Area: 4,800.00SqFt PCI = 81
48 LONGITUDINAL/TRANSVERSE CRACKING L 344.09 Ft

Sample Number: 27 Type: R Area: 4,800.00SqFt PCI = 73
48 LONGITUDINAL/TRANSVERSE CRACKING L 444.11 Ft
53 RUTTING L 44.00 SqFt

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: R03PS Name: Runway 03/21 Preston Use: RUNWAY Area: 171,120.00SqFt

---

Section: 02 of 2 From: Section 01 To: Runway 21 End Last Const.: 9/1/1993
Surface: AAC Family: Idaho AAC Runways Zone: U10 Category: 5 Rank: P
Area: 16,320.00SqFt Length: 340.00Ft Width: 48.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 4 Surveyed: 3
Conditions: PCI:80.00 |

Sample Number: 01 Type: R Area: 4,800.00SqFt PCI = 76

48	LONGITUDINAL/TRANSVERSE CRACKING	L	337.09 Ft
53	RUTTING	L	62.00 SqFt

Sample Number: 02 Type: R Area: 4,800.00SqFt PCI = 82

48	LONGITUDINAL/TRANSVERSE CRACKING	L	277.07 Ft
45	DEPRESSION	L	16.00 SqFt

Sample Number: 03 Type: R Area: 4,800.00SqFt PCI = 81

48	LONGITUDINAL/TRANSVERSE CRACKING	L	352.09 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: PRESTON Name: PRESTON AIRPORT

Branch: T01PS Name: Taxiway 01 Preston Use: TAXIWAY Area: 12,468.00SqFt

---

Section: 01 of 1 From: Runway 03 To: Apron 01 Last Const.: 9/1/1979
Surface: AC Family: Idaho AC Taxiways Zone: U10 Category: 5 Rank: S
Area: 12,468.00SqFt Length: 409.00Ft Width: 18.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 2 Surveyed: 2
Conditions: PCI:79.00 |

Sample Number: 01 Type: R Area: 7,137.00SqFt PCI = 67

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	29.01 Ft
45	DEPRESSION	M	196.00 SqFt

Sample Number: 02 Type: R Area: 5,330.00SqFt PCI = 95

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.01 Ft

Section: A02PS-01
Longitudinal/ Transverse Cracking

Section: A02PS-02
Longitudinal/ Transverse Cracking

Section: A02PS-02
Longitudinal/ Transverse Cracking

Section: A03PS-01
Longitudinal/ Transverse Cracking

Section: T01PS-01
Depression
Longitudinal/ Transverse Cracking

Section: R03PS-01
Longitudinal/ Transverse Cracking

Section: R03PS-02
Longitudinal/ Transverse Cracking

NETWORK MAINTENANCE REPORT
PRESTON AIRPORT

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
PRESTON	A01PS	1	L & T CR	L	36	FT	No Localized M & R	118.1	SqFt	$0.00	$0.00
										Total	$0.00
PRESTON	A02PS	1	ALLIGATOR CR	L	3,624.00	SQFT	No Localized M & R	3,869.50	SqFt	$0.00	$0.00
PRESTON	A02PS	1	BLOCK CR	L	839	SQFT	No Localized M & R	838.6	SqFt	$0.00	$0.00
PRESTON	A02PS	1	DEPRESSION	L	161	SQFT	No Localized M & R	215	SqFt	$0.00	$0.00
PRESTON	A02PS	1	L & T CR	L	7,294.00	FT	No Localized M & R	23,927.60	SqFt	$0.00	$0.00
PRESTON	A02PS	1	L & T CR	M	100	FT	Crack Sealing - AC	99.2	Ft	$1.50	$148.87
PRESTON	A02PS	1	WEATH/RAVEL	L	257	SQFT	No Localized M & R	256.1	SqFt	$0.00	$0.00
										Total	$148.87
PRESTON	A02PS	2	L & T CR	L	226	FT	No Localized M & R	738.4	SqFt	$0.00	$0.00
										Total	$0.00
PRESTON	A03PS	1	L & T CR	L	82	FT	No Localized M & R	265.8	SqFt	$0.00	$0.00
										Total	$0.00
PRESTON	R03PS	1	L & T CR	L	11,566.00	FT	No Localized M & R	37,944.20	SqFt	$0.00	$0.00
PRESTON	R03PS	1	RUTTING	L	233	SQFT	No Localized M & R	232.6	SqFt	$0.00	$0.00
										Total	$0.00
PRESTON	R03PS	2	DEPRESSION	L	19	SQFT	No Localized M & R	39.3	SqFt	$0.00	$0.00
PRESTON	R03PS	2	L & T CR	L	1,096.00	FT	No Localized M & R	3,592.80	SqFt	$0.00	$0.00
PRESTON	R03PS	2	RUTTING	L	71	SQFT	No Localized M & R	70.3	SqFt	$0.00	$0.00
										Total	$0.00
PRESTON	T01PS	1	DEPRESSION	M	197	SQFT	No Localized M & R	256.4	SqFt	$0.00	$0.00
PRESTON	T01PS	1	L & T CR	M	29	FT	Crack Sealing - AC	29	Ft	$1.50	$43.52
PRESTON	T01PS	1	L & T CR	L	66	FT	No Localized M & R	213.3	SqFt	$0.00	$0.00
										Total	$43.52
										TOTAL	$192.39